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European supervision at  
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**PAINTING OF ALL ARTICLES** at the most  
moderate prices at  
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# Hong Kong Daily Press.

ESTABLISHED 1867.

No. 11,408

星期二

一月廿七

HONGKONG THURSDAY, AUGUST 30th, 1894.

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八月廿三

Price \$21 per Month

SHIPPING.

**HUNG NGOLIANG**  
(Chinese Daily Press)  
Established upwards of Thirty Years ago,  
is the best medium for Advertising among the  
Native Community.  
Established upwards of Thirty Years ago, and  
circulated largely throughout the Chinese  
Indians, and other countries, will be by the  
most Chinese Schools, and contains Full and  
Reliable Commercial Intelligence.

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be obtained at the Office, Wyndham Street,  
Hongkong, or from the different Agents.  
Documents translated from or into Classical  
or Colloquial Chinese.

RETRAILS.

Aug. 20. BRITISH, British str., 1127, G. Payne.

Saigon 254, Ang. Rice and General—  
CHINESE.

Aug. 29. LIVERPOOL, German steamer, 1,233.

G. H. HEMMEND, Captain 1st Aug., General—  
SIEGEN & CO.

Aug. 29. STRATFORD, British steamer, 1,233.

D. J. DODD, Captain 1st Aug., Coal—  
JARDINE, MATHERSON & CO.

Aug. 29. CARMEL HENRY, British steamer,

1,748. D. J. DAVIS, Shanghai, 16th August, General—  
DODWELL, CARLILL & CO.

Aug. 29. TANTALUS, British str., 1,233, Hanoi,

Singapore 23d Aug., General—BUTTER-

FIELD & SONS.

Aug. 29. GERMANY, Captain 1st Aug., Mail and General—  
H. F. CHEDDERS & CO.

Aug. 29. LOKKANG, British str., 978, Macau,

Shanghai 23d August, and SWATOW 3d.

General—JARDINE, MATHERSON & CO.

Aug. 29. ETHIOPIA, British steamer, 1,203, P. J.

Miles, Kutchitzky 24th Aug., Coal—M. B.

KATH.

SHARANGON.

AT THE HONGKONG MARINE OFFICE.

Aug. 29. HANOI, French str., for Haiphong.

LAMNOZ, British str., for Koho.

BUCHEPHALUS, British str., for Singapore.

ALVINO, German str., for Holo.

DEPARTURES.

Aug. 29. JAPAN, British str., for Shanghai.

Aug. 29. CHINA, British str., for JAPAN.

Aug. 29. CROCODILE, British str., for Canton.

Aug. 29. HANOI, French str., for Haiphong.

Aug. 29. P. C. KIAO, British str., for Bangkok.

Aug. 29. LOKKANG, British str., for Canton.

PASSENGERS ARRIVED.

Per Tantalus, str., from Singapore—Capt.

White.

Per Gera, str., from Singapore—Master, C.

Basmann, and family.

Mr. A. Nielsen, H. W. Gott, G.

Morgan, A. H. Bowie, and Mr. Richardson,

and 246 Chinese.

Per Lokkang, str., from Shanghai, As.—Mr.

Dickon.

DEPARTED.

Per City of Rio de Janeiro, str., for Nagasaki.

Mr. E. B. Blandford, Agent—Messrs. A.

Blandford and B. M. Morris, for San Fran-

cesco—Mr. Pascoa, for London—Lieut. C.

L. Pascoa.

VISITORS AT HOTELS.

Roskov's Hotel.

Mr. S. A. Bayle.

Mr. J. M. Betts.

Mr. J. M. Betts.

Mr. G. C. Bremner.

Miss Clouston.

Capt. E. Crawford.

Mr. T. B. Cunningham.

Mr. G. E. Currie.

Mr. F. E. Dean.

Mr. W. A. Dell.

Mr. F. J. East.

Mr. J. E. Erskine.

Mr. J. F. Evans.

Mr. J. Kinghorn.

Mr. R. Lyall.

AUSTIN HOTEL.

Mr. A. D. Adam.

Mr. J. M. Antoin.

Mr. H. E. Borshak.

Mr. H. B. Brock.

Mr. J. C. Cattell and

Mr. J. C. Cattell and

Mr. T. P. Cochrane.

Mr. T. B. Cunningham.

Mr. M. B. F. Darmat.

Mr. C. W. Gleeson.

Mr. D. G. Glavin.

Mr. G. H. Hobson.

Mr. G. H. Hobson.

Mr. W. H. Whitcher.

Hon. Col. Williams.

VESSELS IN DOCK.

ABERDEEN DOCKS—Slam.

KOWLOON DOCKS—Agnes, Comet, Irene,

Peggy, Cosmopolitan DOCK—

"TO DAY."

Meeting of Sanitary Board 4:15 p.m.

HONGKONG HIGH-LEVEL TRAM

WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7:30 a.m. to 10:30 a.m. ... Every quarter of an hour.

11:30 a.m. to 12:30 p.m. ... Every half hour.

1:30 p.m. to 2:30 p.m. ... Every quarter of an hour.

2:30 p.m. to 3:00 p.m. ... Every quarter of an hour.

Night cars at 8:45 p.m. and 9:30 p.m. to 11:15 p.m. ... Every half hour.

Extra Night cars at 11:30 and 11:45 p.m.

MONDAY.

10:30 a.m. to 10:45 a.m. ... Every quarter of an hour.

11:30 a.m. to 12:30 p.m. ... Every half hour.

1:30 p.m. to 2:30 p.m. ... Every quarter of an hour.

2:30 p.m. to 3:00 p.m. ... Every quarter of an hour.

Night cars from 9 p.m. to 11 p.m. ... Every half hour.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 10th January, 1894. 1720

HONGKONG HOTEL CO. LIMITED.

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7:30 a.m. to 10:30 a.m. ... Every quarter of an hour.

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1:30 p.m. to 2:30 p.m. ... Every quarter of an hour.

2:30 p.m. to 3:00 p.m. ... Every quarter of an hour.

Night cars at 8:45 p.m. and 9:30 p.m. to 11:15 p.m. ... Every half hour.

Extra Night cars at 11:30 and 11:45 p.m.

TUESDAYS.

10:30 a.m. to 10:45 a.m. ... Every quarter of an hour.

11:30 a.m. to 12:30 p.m. ... Every half hour.

1:30 p.m. to 2:30 p.m. ... Every quarter of an hour.

2:30 p.m. to 3:00 p.m. ... Every quarter of an hour.

Night cars from 9 p.m. to 11 p.m. ... Every half hour.

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2:30 p.m. to 3:00 p.m. ... Every quarter of an hour.

Night cars at 8:45 p.m. and 9:30 p.m. to 11:15 p.m. ... Every half hour.

Extra

## INTIMATION.

A. S. WATSON &amp; CO., LIMITED.

EX-S.S. "ADEN"

We have received our First Shipment of  
VEGETABLE AND FLOWER  
SEEDS.

SEA ON 1894-95.

The SEEDS will be OPENED Out as soon as  
the weather is fit, and in the meantime orders  
will be booked for execution in the sequence in  
which they are received as long as the supply  
lasts.

## SEED LISTS

HINTS FOR GARDENING have been issued and  
may still be obtained on application.Our Seeds are all tested before being put up  
in London. They are packed under our own  
Supervision, and the greatest care is exercised  
to insure protection in transit.Sowings should be made in fine weather  
only and the remainder of the packets secured  
from damp, and kept in a dry place for repeat  
sowing.

## CLAYS FERTILIZER.

A high-class Fertilizer for Pot Plants and  
use in the Garden generally; it supplies natural  
nourishment to the soil, and assists the process  
of assimilation, thereby aiding the Plants to  
attain to their full size, vigour, and beauty.Sold in Tins containing 10 lbs. each, \$1.75.  
25 lbs. .... \$4.50.

Directions for Use are given on the Label.

## RANSOME'S "NEW PARIS."

LAWN - MOWERS:  
The Best and Cheapest Machines in the Market.  
For Sale at Manufacturers' Prices.A. S. WATSON & CO., LIMITED.  
The Hongkong Dispensary.  
Established A.D. 1841.

Hongkong, 17th August, 1894.

NOTICE TO CORRESPONDENTS.  
Only one copy of the "New Paris" column  
should be allowed to "The Editor".  
"Correspondents are requested to forward their name  
and address on the reverse side of their letter,  
and not to give any information of a  
personal nature." All letters from  
"Advertisers for general sale" should be written on one  
side only, and the other side left blank.No correspondence or personal communications that have  
appeared in this paper first will be inserted.Orders for extra copies of the Daily Press should  
be sent before 11 A.M. on the day of publication.At that hour despatch is limited. Only supplied  
for Cash.Telegraphic Address, Press.  
P. O. Box 22, Telephone No. 12.

The Daily Press.

Hongkong, August 30th, 1894.

With reference to our remarks in yesterday's issue on the re-constitution of the Tai-ping-shan Arbitration Board, we learn that the Legislative Council in the first instance desired to take no part in the nomination of the Board and that it was only at the request of the Governor that they finally consented to the arrangement embodied in the Bill as read a first time on Monday. According to the original draft the Board was to consist of one of the Judges of the Supreme Court as Chairman, a member to be nominated by the Governor, and a third to be nominated by the unofficial members. It was represented that the Chinese owners of property would probably consider that this constitution was unfair, at that they would say that two out of the three were Government members. The unofficial members of Council, therefore, both on the ground of their personal objection to the arrangement embodied in the Bill, namely, that the Board should be constituted as follows, namely, one member to be appointed by the Governor, one by the property owners, and the third to be appointed by these two. This would have been satisfactory, but for some reason it did not meet with the approval of the Governor, who suggested the arrangement embodied in the Bill, namely, that the Governor should appoint one member (who will probably be the Chief Justice), the unofficial members another, and the property owners the third. In deference to His Excellency's wishes the unofficial members consented to the arrangement. We were under the impression that the change had been made at the instance of the unofficial members themselves, but that not being the case we have much pleasure in withdrawing any reflections our remarks might seem to throw on the propriety of the course adopted by the hon. gentlemen.

With reference to the personal interests of the unofficial members in the condemned area, they practically have no interests at all. None of them own any property in the district and none of them, we believe, have personally made any advances on mortgage there. As to the Companies in which they are concerned, the Hongkong Land Investment Co., Limited, of which the Hon. J. J. Keswick and the Hon. C. P. CHATER are respectively Chairman and Vice-Chairman, neither owns any property in the condemned district nor has any mortgage. The Hongkong Fire Insurance Co., Limited, of which the Hon. J. J. Keswick's firm are the General Managers and the Hon. C. P. CHATER a director, is in possession of ten houses of an estimated value of \$20,000. The interest of the China Fire Insurance Co., Limited, of which the Hon. A. MC CONACHE is a director, is represented by two mortgages, one of \$6,000 and one of \$4,000. The Hongkong, Canton, and Macao Steamboat Co., Limited, of which the Hon. E. R. DELLIOS is the Chairman and the Hon. J. J. Keswick a director, owns four

houses of a value of \$19,570, are the mortgages in possession of eleven houses valued at \$20,100, and have mortgages amounting to \$18,000 on eight other houses, making a total interest of \$57,470 only.

In our yesterday's article we suggested that the unofficial members had adopted a mistaken view of their duty, that they no doubt sincerely believed that it was their duty to look after the interests of property, and that those interests happened also to be their own. We have to express our regret as regards the last named suggestion, for, as will be seen from what has been stated above, their interests in the condemned district are infinitesimal. We still think, however, that the proposed constitution of the Board of Arbitration is unfortunate and that it would be better either to revert to the original arrangement or to adopt the suggestion put forward by the unofficial members themselves, namely, that the Governor should appoint one member, the property owners another, and that these two should themselves appoint the third.

How very incomplete and conflicting the various accounts of the, apparently, only naval engagement yet fought by the Chinese and Japanese fleets have been afforded subject for much comment. It is to be regretted, in more accounts than one, that the fight should remain shrouded in so much mystery, and that the reticence of the Japanese on the one hand and the glaring inaccuracy of the Chinese on the other should prevent the true facts coming before the public. There are some broad facts which have been established, and these, in brief, are:—On the morning of the 26th July there was an engagement off Yenan, on the Korean coast, between the Chinese cruiser Chien-yen and Kuang-ye, the despatch boat Tsoo-kiang being also present, and the Japanese cruisers Nanshi and the Takachiho, the Yoshino being present, though it is not clear that she took any active part in the fight. It is known for a fact that the Chien-yen had her big gun disabled and was otherwise so much damaged that she was compelled to retire from the combat, the result being that the Tsoo-kiang was captured with treasure on board amounting from £100,000 to £100,000. Meantime the Kuang-ye was engaged with another vessel, by some accounts the Takachiho, but according to Chinese statements the Matsushima. The Kuang-ye lost her rudder and sustained other damage, eventually sinking, but some of her officers, who escaped, claim that one of the shots from her guns destroyed the bridge of the Matsushima, and killed several officers. It is also alleged that the new cruiser Yoshino received some damage, which is now being made good at Kure, and that the despatch boat Yamada would have been captured eight days after departure from Hongkong instead of ten days, a telegram from the British Consul at Saigon to the same effect.

The import and export returns of the Straits Settlements for the first quarter of the year compared with the corresponding quarter of 1893 have been published. The dollar values have been turned into sterling at the average demand rates for the respective quarters of 1893 and 2/3 for 1894. Exclusive of treasure, the figures show the total value of merchandise imported into the Colony during the respective quarters to be—

1894 ..... \$43,349,523 = 44,631,043  
1893 ..... \$36,700,141 = 44,969,810Increase in Dollars, \$6,649,382  
Decrease in Sterling, £ 313,767

The total exports, also exclusive of treasure, show—

1894 ..... \$83,944,305 = 44,114,027  
1893 ..... \$82,670,360 = 44,424,109Increase in Dollars, \$5,673,945  
Decrease in Sterling, £ 310,982

The Marine Court of Enquiry held at Singapore to investigate the circumstances attending the stranding of the steamer Nam-yang on the south-west coast of Sarawak Island on the 5th August, 1893, following day. We are informed of opinion that the crew of the ship had lost all confidence in the part of the captain, who stated that he was perfectly safe, although he had only succeeded in taking "a very imperfect observation" on that day. Captain Nirol said, in his evidence, that the depth marked on the charts and soundings, and that the sailing directions given by him were correct, but that he was not able to have any grounds for these assertions. The night on which the ship struck was extremely dark and the weather thick. It was the duty of the captain to have allowed down Art. 13 of R. of C. (S) and also to take soundings, which, supposing it to be true that the ship struck was N.W. by W. from 845 fms. to 900 fms. in the direction of the island, W. S. would have at once known he was too far to the Eastward. We are of opinion that the ship was not navigated in a careful and seamanship-like manner from noon on the 5th inst. up to and went to Yokosuka for repairs, and it may be true that she had been in collision with some Chinese man-of-war, but no actual proof of this has been given. It is now stated by Chinese that the damage to the Chien-yen has been made good, a thousand men having been engaged on the work for sixteen days and nights. If this be true it is very creditable to the engineers of the dockyard at Port Arthur, where the repairs were effected. It is also stated that the Peiyang Squadron is now coaled and ready to take the sea, and that the Japanese fleet have all cleared out of the Gulf of Pochil, the obvious inference sought to be suggested by this statement being that the latter are not anxious to meet the redoubtable Admiral Ting. Probably they do not intend to meet him when a disengaged Chinese military and naval commanders always seem to entertain a special desire to coin victories or to turn a rout into a triumph. The gallant Admiral himself asserts that he has several times met men-of-war when cruising which when observed hoisted the English or French flag, whereas he affects to believe that they were Japanese, and in future, to intimate, he is going to satisfy himself that these ships are really what they represent themselves to be.

The Japanese naval commanders are, on their part, most evidently anxious to come across this brave Celestial warrior. Not long since a fleet of some twenty Japanese warships went into the Gulf of Pochil, exchanged shots with the forts at Wei-hai-wei and Port Arthur, and looked in vain for the vessels of the Peiyang Squadron. Where was Admiral Ting on that occasion? If not in hiding in some part of the Gulf, why did he not seize the opportunity to carry out the instructions said to have been given to him to harry the coasts of Japan? Surely he must be aware of the vital importance to China of securing the command of the sea. If he can sweep the Japanese war-ships from the sea he will very speedily bring this costly struggle to an end. For without the command of the Korea Straits the Japanese would be unable to send troops to Korea and would, in short, soon be reduced to impotence. But Ting has other and higher conception of his duties and responsibilities as naval commander-in-chief. He hazards a battle and a beaten he would, he argues so it is said—leave to the capital, and this evidently considers it foolish to risk the loss of a valuable ship which cannot be replaced during that war; but he also says that it is equally wise to expose to needless danger a life so valuable as that of Admiral Ting. At any rate it seems unlikely that any great and decisive trial of strength between the rival fleets will take place if the Chinese Admiral can't arrest the meeting. But it is possible that the Japanese Admiral, being less conservative and of a more inquisitive disposition, may yet continue to bring about an interview with his opponent by some means concerning the working of the "Imperial" Canal.

Letter from Messrs. Jenkins, Matheson &amp; Co. concerning the existence of auxiliary premises in the vicinity of Causeway Bay.

Letter from Mr. G. W. Price concerning the working of the "Imperial" Canal.

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Letter from Mr.

cession of the territory to the west bank of the Nile which the Congo Independent State was to have occupied as her domain.

**THE MINERS' EIGHT HOURS BILL.**  
LONDON, 15th August.  
In the House of Commons last night during the debate on the Miners' Eight Hours Bill, an amendment was moved deleting the principal of total option in the application of the measure. The amendment was carried by a majority of 100. On the result of the division being made known, the Government announced the withdrawal of the bill. The voting was on a non-party basis.

**THE INDIAN BUDGET.**  
LONDON, 15th August.

The Indian Budget was brought forward in the House of Commons last night for discussion. Mr. Samuel Smith moved a resolution that the Indian budget should be submitted by Mr. Disraeli Major. Both speakers dwelt on the poverty of India, the urgent necessity of a reduction in the salaries of officials and the enlargement of military expenditure. The resolution was opposed by Sir Andrew Scottie, who, in his speech, showed Government was fully alive to the present condition of India.

The debate on the motion of Mr. Samuel Smith for a parliamentary enquiry on the financial condition of India was resumed this evening.

Mr. Paul criticized the action of the Government in overruling the resolution passed by the House for holding simultaneous examinations in England and India for the Indian Civil Service.

General Gordon, K.G., R.A., has come into the condition of the Indian population a waste of time, but appeared of an enquiry being held into the financial relations of India and Great Britain which would show India to be treated with regard to the rest of the manufacture of British soldiers in India.

Which of the two sides at the time had now come to judge the seriousness of loyalty by the Congress and people by acts.

The Secretary of State for India said he would defer dealing with the financial questions raised until he makes his general statement on the India Budget to-morrow. Referring to the wholesale indictment of the Indian Government, Mr. Tozer said that the whole of the financial policy made in India during the past thirty years. He pointed out the extensive share taken by Indians themselves in the administration of India and the executive functions of the Indian Government. The action of Government regarding the holding of simultaneous examinations was taken with a view of the country's safety. The examination after careful consideration, the conclusion came to was that no other decision was possible. He considered a general enquiry into the condition of India at the present time would create an unfavourable impression in India and lead to weaken the moral force of the Indian Government, but in consideration Mr. Tozer proposed the formation of a Committee to appoint a committee to enquire into the revenues of India and the financial entity involved both in India and England.

Mr. Samuel Smith thereupon withdrew his resolution.

**LONDON, 17th August.**  
In the House of Commons last night the debate on the India Budget was adjourned.

The Secretary for India in his statement said the Government was not opposed to the import-duty on cotton goods into India if a countervailing duty were placed on cotton goods exported from this country. The experiment of closing the mint had not yet been fully tested. The Government had not yet decided on reducing the mint of Hertfordshire, but had no reason for alarm at the situation. India must have sooner or later a gold standard for regulating her currency, the bulk of which was carried on countries using gold as the standard for currency. A prolonged discussion then took place on the Indian Budget.

Mr. Tozer said that the Indian Government had no intention of going into the policy of the Indian Government. The Committee to be appointed next session would make a purely financial enquiry. He feared that India would not come out of such enquiry but the responsibility would rest with those who had made the demand for a Parliamentary Committee. He denied that the Indian Government did not endeavour to see what modifications were possible on the resolution.

The Budget was adopted without a division.

**THE EVICTED TENANTS BILL.**  
LONDON, 15th August.

The House of Lords last night rejected the Evicted Tenants (Ireland) Bill by a large majority two hundred and forty-nine voting against and thirty in favour of the measure.

**CRICKET.**  
LONDON, 15th August.

Yorkshire has beaten Kent by ten wickets. Surrey has defeated Somerset by six wickets.

**THE EKEDIVE.**

LONDON, 15th August.

Arrangements have been made for the Khedive to visit Autwry and Birkenhead.

**SHIPPING REPORTS.**

The British steamer *Elfie*, from Ketchum, 24th Aug., had fine weather throughout.

The British steamer *Lokong*, from Shanghai 25th Aug. and Swatow 26th, had light southerly winds and fine weather, and experienced some up to arrival at Swatow. From Swatow westward the wind was variable and passing showers, light haze and fine to port. Vessels in Swatow — Pitzing and Holow.

The British steamer *Elsey*, from Saigon 25th Aug., had fine clear weather to 18th N. From thence to Gap Rock strong S.W. to E.E. wind and heavy southerly, east from the port fort fine weather. From the *Hillside* 26th Aug., showing fair. MSQE is lat. 13° 52' and long. 109° 50' from Hongkong for Pitzing and Holow.

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## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY, AND FOOCHEW.

THE Company's Steamship

"NAVA." Captain Harry will be despatched for the above ports TO-DAY, the 30th inst.

For Freight or Passage, apply to

DOUGLAS LA PLAIS & CO., General Managers.

Hongkong, 28th August, 1894. [1600]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"CATHERINE APCAR." Captain J. G. O'LEARY will be despatched for the above ports TO-DAY, the 30th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., Agents.

Hongkong, 25th August, 1894. [1600]

FOR SHANGHAI.

THE Steamship

"LYEMOON." Captain G. Horner will be despatched for the above port TO-DAY, the 30th inst., at 4 P.M.

For Freight or Passage, apply to

SIMSEN & CO., Agents.

Hongkong, 27th August, 1894. [1601]

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SURABAYA.

THE Steamship

"SHANTUNG." Captain F. Voss will be despatched for the above port TO-DAY, the 30th inst.

For Freight or Passage, apply to

SIMSEN & CO., Agents.

Hongkong, 26th August, 1894. [1587]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ALDERLEY." Captain Nichols will be despatched as above on SATURDAY, the 1st inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1894. [1537]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Captain of "DARWIN" and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"GATTERHUN." Captain Shawson will be despatched for above ports on WEDNESDAY, the 3rd inst., at 4 P.M.

His well-known steamship is specially fitted for Passengers and has large dining Chambers, thus ensuring a supply of Fresh Meat, Ice &c. throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st August, 1894. [1504]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR CEYLON, AFGHANISTAN, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"SURAT." Captain J. F. Topham, carrying Her Majesty's Posts, will be despatched from this for BOMBAY, on THURSDAY, the 30th AUGUST, at Noon, taking Passengers and Cargo to Aden, and via Suez Canal to Bombay with the S.S. "PERSIAN GULF" which will take her back to London via Suez Canal, leaving that port on the 22nd SEPTEMBER, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under carriage mount) will be transported by Colonies into a steamer proceeding to Aden, and thence via Suez Canal to London for London, etc. will be forwarded via Paris.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packets are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. H. JOSEPH, Superintendent.

Hongkong, 17th August, 1894. [11]

INCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EGYPT, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Nagasaki, Kobe Island and Sasebo) WEDNESDAY, Sept. 18th, 1894, at 1 P.M.

CHINA (via Nagasaki) TUESDAY, October 1st, 1894, at 1 P.M.

PENANG (via Nagasaki) SUNDAY, Oct. 20th, 1894, at 1 P.M.

KOREA (via Nagasaki) TUESDAY, Oct. 20th, 1894, at 1 P.M.

YOKOHAMA (via Nagasaki) TUESDAY, Oct. 20th, 1894, at 1 P.M.

THE Steamship "GÄLIC" will be despatched to San Francisco for China or Japan, via Nagasaki, Kobe, Inland Sea, and Yokohama, on TUESDAY, the 11th SEPTEMBER, at 1 P.M. Cabin crew being made up.

Passenger holding the above ORDERS TO BOSTON have the choice of French Bays, from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways, &c. also the California Pacific Railway or paying the \$100 Gold in addition to the regular rates.

Particulars of the various routes can be had upon application.

Specialex rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to passage from China and Japan to Europe.

All Passages should be marked to address in full, and sums will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to account for Goods destined to points beyond San Francisco in the United States should be sent to the Company's Office in sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Tenure and Freight apply to the Agency of the Company No. 7, Fraya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th August, 1894. [1584]

FOR NEW YORK.

H. HACKFIELD.

Hilgerich Master will load here for the above Port and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO., Agents.

Hongkong, 30th August, 1894. [1584]

## VESSELS ON THE BERTH

"UNION LINE"

FOR YOKOHAMA AND KOBE.

THE Steamship

"ASTANLY."

Captain Murray will be despatched for the above ports TO-DAY, the 30th inst.

For Freight or Passage, apply to

LEWAN & CO., Agents.

Hongkong, 21st August, 1894. [1605]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

THE Steamship

"SHIRE."

Captain Murray will be despatched for the above ports TO-DAY, the 30th inst.

For Freight or Passage, apply to

DODWELL, CARILL & CO., Agents.

Hongkong, 21st August, 1894. [1604]

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"PLINTSHIRE."

For Freight, Commander will be despatched for the above ports TO-DAY, the 30th inst.

For Freight or Passage, apply to

DOUGLAS LA PLAIS & CO., General Managers.

Hongkong, 21st August, 1894. [1606]

FOR SINGAPORE, HAYES, AND HAMBURG.

THE Steamship

"LYEMOON."

Captain G. Horner will be despatched for the above port TO-DAY, the 30th inst., at 4 P.M.

For Freight or Passage, apply to

SIMSEN & CO., Agents.

Hongkong, 27th August, 1894. [1601]

CHINA NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG, AND SURABAYA.

THE Steamship

"SHANTUNG."

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For Freight or Passage, apply to

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Hongkong, 26th August, 1894. [1587]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

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Hongkong, 21st August, 1894. [1504]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR BATAVIA AND HAMBURG.

THE Steamship

"MAGDOFF."

Captain Commander will be despatched for the above port or about THURSDAY, the 1st inst.

For Freight or Passage, apply to

DODWELL, CARILL & CO., Agents.

Hongkong, 18th August, 1894. [1584]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Nagasaki, Kobe Island and Sasebo) WEDNESDAY, Sept. 18th, 1894, at 1 P.M.

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KOREA (via Nagasaki) TUESDAY, Oct. 20th, 1894, at 1 P.M.

The Steamship "CITY OF PEKING" will be despatched from Hongkong on WEDNESDAY, Sept. 18th, 1894, at 1 P.M.

Passenger